

REMARKS

Favorable reconsideration of the present application is respectfully requested.

Claims 1-11 remain active in the application. Of these, minor amendments have been made to Claims 5 and 10, which amendments are responsive to paragraph 3 of the Office Action.

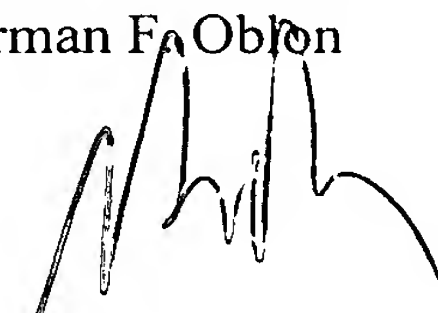
Claims 1-11 were rejected under 35 U.S.C. § 112, first paragraph, because it is allegedly unclear from the specification how a driving wheel would be able to transmit a reverse input to the engine through the automatic transmission. However, it is respectfully submitted that this is described in the specification sufficiently that one skilled in the art could make or use the claimed invention. For example, it is well known that during a vehicle coasting condition a reverse input transmitted to the engine through the automatic transmission can produce engine braking. Applicants note that the automatic transmission according to the present specification can produce engine braking (Fig. 2) by engagement of the clutch C1 and the one-way clutches (F1 and F2), which requires a reverse input to the engine through the automatic transmission during coasting operation. Applicants also note that specification paragraph [0024] describes that “a reverse input from the driving wheel is transmitted to the engine 10 so as to generate the engine braking force.” Applicants respectfully submit that the above description would have been sufficient for one skilled in the art to make or use the claimed invention, including transmitting a reverse input to the engine through the automatic transmission by engagement of the clutch C1 and the one-way clutches (F1 and F2). The rejection under 35 U.S.C. § 112 is therefore believed to be improper, and its withdrawal is respectfully solicited.

Applicants therefore believe that the present application is in a condition for allowance and respectfully solicits an early notice of allowability.

Respectfully submitted,

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A handwritten signature in black ink, appearing to read 'R. T. Pous', is written over a horizontal line.

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